

There is not a railroad man in the United States more "universally" cursed by employees than is Mr. Hoxie. His methods are peculiarly obnoxious, and he enjoys the hatred of nearly every man working under him. Wages are being cut down to almost the little end of nothing, and shops are being decimated while overcrowded with work. Passes are refused all employees, and every mile ridden by them on the road while not on duty has to be paid for at the same rate charged ordinary passengers. Every burden is put upon the men, and no advantage given them. The slightest mistake or neglect subjects the offender to discharge. The other day Mrs. J. J. Frey rode on a passenger train from Carondelet to St. Louis. As she was the wife of a prominent railroad official, and a person known to have a regular "annual," the conductor passed her by without inquiry. A day or two after, he was discharged for failing to demand a ticket from her! The depth of petty meanness, we think, could go no further. In the event of a general strike, as in 1877, we don't think the employees of the Iron Mountain route would stick so closely to their employers as they did at that time. As evidence of how the men feel toward Mr. Hoxie, we give the following, from a Dallas (Texas) special to the *Republican* of a recent date:

There is great excitement among section hands and other laborers on Texas and Pacific railroad because of the recent circulars issued by Manager Hoxie reducing their wages to \$1.15 per day. An exciting scene occurred as a consequence a few days ago at Wild Horse station, about 400 miles west of Dallas, which has been kept from the reporters and the public generally, but now comes out from parties, eye-witnesses to the scene. The pay-car, with Paymaster Kretz and assistant, was making its monthly trip for settlement. A large force was congregated at Wild Horse. The car was mistaken for Hoxie's private car, and Paymaster Kretz was supposed to be Hoxie. The anger of the men at once became uncontrollable. They side-tracked the car and demanded the delivery of Hoxie, that they might lynch him. They would not believe the announcement that he was not on board and piled up wood around the car to set it on fire, and, as they said, roast Hoxie out. Maj. Kretz made a speech and pacified the crowd, and they finally desisted, but kept the car on the side track forty-eight hours, when it was allowed to proceed eastward.

The Republican Repudiators in Virginia.

To the Editor of *The Sun*.—SIR: It would gratify and enlighten many of your readers if you would kindly state what the indebtedness of Virginia is, and what Mahone proposes to do with it. In other words, how does he contemplate repudiating the debt of Virginia?

The best answer to the above inquiry is furnished by an extract from a speech by Gen. Mahone, delivered at a public meeting over which Mr. Riddleberger presided, held in Mozart Hall, Richmond, in 1878: "I would use my best endeavors to secure a vote of the people sanctioning a settlement at 3 per cent., for forty-five years, on the basis of \$32,977,000.02." He was particular, even to the cents, as to the exact amount of debt due by the State which he and his followers were willing to recognize.

The Readjusters and their allies carried the State in 1879, and the foremost measure pressed in the Legislature was the Riddleberger bill, fixing the debt at \$19,695,196, or \$13,281,894.02 less than the debt admitted publicly only a few months previously.

That bill of abominations arbitrarily struck off one-third of the acknowledged principal of the debt. It repudiated all the interest on the debt during the rebellion, and during the reconstruction, upon the distinct ground that the North had subjugated the State of Virginia, and destroyed its property; and the right was reserved to tax the bonds, after refusing to receive the coupons in payment of taxes. The allied repudiators carried their scheme through, and when it was passed, H. S. Blair, who was recently elected Attorney-General by the coalition, declared publicly as follows:

"Having achieved a great triumph in the State on our view of the debt issue, I now favor a vigorous application of the readjustment principles to the national debt." In plain terms, he proposed to repudiate one-third of the whole national debt as the shortest way of settlement with the public creditors. And it may be said if Mr. Blair's and Gen. Mahone's "principles" were right for Virginia, they were equally right for the whole Union, for there is no moral or political distinction between the cases. The party and the men who sustain the repudiation cause in one place cannot deny it in another place. The Republicans who upheld Mahone, endorsed his infamous doctrine and justified his Attorney-General in demanding "a vigorous application of the readjustment principles to the national debt."

The Administration threw its whole weight into the scale of the recent election, and it made Gen. Mahone a power in politics, as the audacious advocate of a policy, which, carried out to its logical consequences, would destroy credit, violate contracts, trample honest debts under foot, and demoralize society.

What followed his triumph? The Republicans furnished seventy-five per cent. of the vote in Virginia; but when a Senator was to be elected, Gen. Mahone insisted that his small faction of one-fourth should rule absolutely, and to make the pill more bitter, he required that Riddleberger, the author of this repudiating scheme, should be chosen as his colleague, over a pronounced Republican whose name and whose influence had been given to the coalition. The late Democratic Governor of Virginia vetoed the Riddleberger bill,

and when the question was carried to the Supreme Court of the State the Governor's position was sustained in every respect. "The honored name and high credit secured to a State by unbroken faith, even in adversity," said the Court, "will, apart from all other considerations, be worth more to her in dollars—incalculably more—than the comparatively insignificant amount of the interest on a portion of the public debt, enjoyed by breach of contract." This judgment was affirmed by the Supreme Court of the United States. Referring to that decision, the Supreme Court took occasion to say: "The Court thus expressed a great truth, which all just men appreciate, and there is no wealth or power equal to that which ultimately comes to a State when, in all her engagements, she keeps her faith unbroken."

Gen. Mahone and the Republican leaders have falsely pretended that the State was unable to pay the debt according to the compromise with the public creditors made in 1878 by what is known as the McCulloch bill, and that the Democrats had failed to pay the past due interest in any form.

Gov. Holliday disposes of both these deliberate falsehoods in his last message to the Legislature, wherein he says: "This will make the aforesaid balance more than \$30,000, which, added to the current revenues, will nearly, if not quite, pay the interest on the entire principal of the debt of State—consolidated, peeled, and unfunded—at the rates of interest it now bears, in the hands of the holders, whatever may be its form; full interest to the colleges; all the expenses of the Government, and the amount annually due the schools."

By a statement of the Second Auditor, furnished at my request, and now before me, Virginia paid interest on her debt from July 1, 1867, to Oct. 1, 1881, the large sum of \$18,272,927.40, and she now owes annually more than \$1,000,000, with a surplus of at least \$300,000, as shown by the Auditor's report, in spite of the ignorant or malicious charge that she has been and is paying nothing."

These facts and figures expose the fraud in Virginia, and show how shameless has been the conduct of the Republican leaders in upholding repudiation and in renouncing every sound principle in order to capture an additional Senator by a monstrous bargain and sale. As the *Providence Journal* of which Senator Anthony was long the editor, and is still one of the proprietors, said, speaking of the parties in the Senate, "It leaves the political authority in the Senate dependent upon the action of Senator Mahone, the character of whose political success and the foundation of whose political success and the foundation of whose party policy in his State will invite a suspicion of bargaining."

There is no suspicion now. The bargain, in the words of the late Caleb Cushing, is "a fixed fact." The Republicans have got Mahone, and they paid dearly for him.—N. Y. Sun.

HANNAH JANE AND UNCLE JAKE.

"Hannah Jane, does you see dat ar bilien stuff? Well, it am for to cure de headake, and afores I fust took it, I thort hit was bilien hot." "Well, Honer," replied Hannah, "dat hit hot shore nuff, and did hit stop de headake?" "Yes, Hannah," he responded, "hit stopped dem hot panes in half hour and I de be stuff you ever drank, and am't hot a bit. It's a white powder frowed in a little water, and here is a bottle of hit called Bailey's SALINE APPEXENT, which cost me only a few cents. It's mighty powful good, ebery's your corn."

The condor of the Andes is said to kill his prey with his bill, and the milliners of the country are trying the game on married men.

Come and Settle Up.

All persons who have accounts with the undersigned are notified to come forward without delay and "square up" either with cash or by note. Another year is now before us, and we desire to have all accounts connected with the old year settled up. "Short settlements make long friends, and we trust all persons having business relations with us will agree that the best way is to start in 1882 with balanced books."

WHITWORTH, CLARK & Co.
Ironton, Dec. 26, 1881.

Our Weather Report for 1882.

DATE.	THERMOMETER.	WIND.	SKY.	RAINFALL.
Jan. 16	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 17	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 18	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 19	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 20	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 21	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 22	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 23	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 24	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 25	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 26	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 27	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 28	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 29	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 30	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 31	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 32	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 33	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 34	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 35	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 36	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 37	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 38	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 39	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 40	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 41	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 42	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 43	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 44	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 45	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 46	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 47	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 48	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 49	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 50	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 51	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 52	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 53	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 54	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 55	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 56	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 57	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 58	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 59	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 60	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 61	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 62	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 63	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 64	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 65	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 66	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 67	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 68	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 69	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 70	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 71	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 72	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 73	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 74	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 75	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 76	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 77	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 78	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 79	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 80	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 81	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 82	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 83	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 84	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 85	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 86	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 87	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 88	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 89	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 90	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 91	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 92	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 93	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 94	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 95	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 96	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 97	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 98	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 99	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0
Jan. 100	7 A.M. 27° F. 9 P.M. 15° F.	N	N	0

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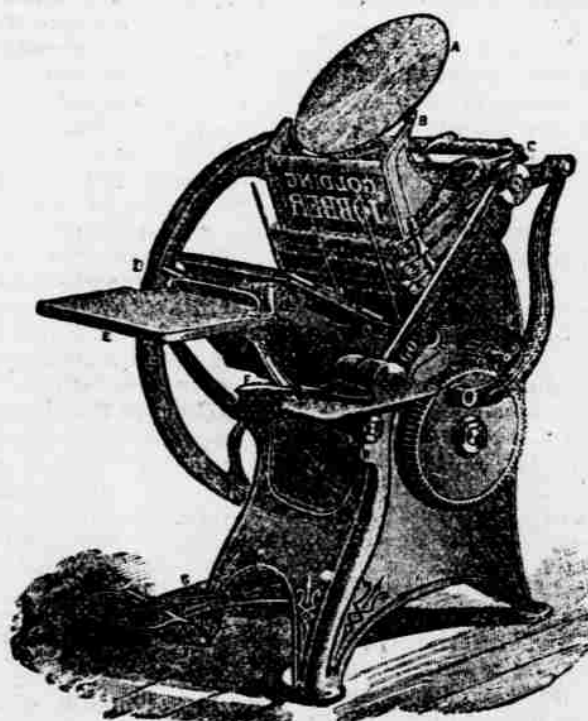
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Pilot Knob, Oct. 1st, 1881.

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